Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£450,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
" " " 6 " 3¾ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, May 25, 1898. 846

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500
RESERVE FUND	£ 10,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months ... 4 %
" 6 " ... 3½%
" 3 " ... 2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, December 1, 1897. 2340

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL, ...	Yen 12,000,000
PAID-UP CAPITAL, ...	" 9,000,000
RESERVE FUND	" 6,460,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
KOBE. LONDON. SAN FRANCISCO.
NEW YORK. LYONS. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
The London Joint Stock Bank, Limited.
Parr's Bank, Limited.
The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum
On fixed deposits for 3 months, 3% per annum.

S. OKOH, *Agent.*

Hongkong, March 24, 1898. 589

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL	£1,000,000
PAID UP CAPITAL	£ 324,374

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. — J. T. LAUTS, Esq.
CHAN KI SHAN, Esq. — CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.

Chief Manager.
G. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %.

Hongkong, November 30, 1897. 171

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$ 8,000,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS:—
Hon. J. J. BELL IRVING,—Chairman.
R. M. GRAY, Esq.—Deputy Chairman.
C. Beurmann, Esq. — R. L. Richardson, Esq.
David Gubbay, Esq. — P. Sachse, Esq.
Armin Haupt, Esq. — R. Shewan, Esq.
Alex. MacConachie, Esq. — N. A. Siebs, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3½ per cent. per annum.
" 6 " 3¾ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, May 20 1898. 368

THE BACK DOOR.

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

PRICE: 10 CENTS.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Twenty-third Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and orm an important means of obtaining, from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U. S.)

'The *China Review* * * * * has an extanent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Birth Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H. K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—'The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and playsare marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to make it a success.'

Intimations.

THE CHINA AND JAPAN TELEPHONE Co., Ld.

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W. STUART HARRISON,
Manager.

Hongkong, January 18, 1898. 140

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bona fide Supplements of the *same paper* and the *same date*. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Price Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgement of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxemburg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom.

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Registration,	10 cents.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

Postage to Union Countries.
General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Reply Post Card,	8 cents each.
Registration,	10 cents.
Newspapers,	2 cents per 2 oz.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:—

Letters per ½ oz.,	5 cents (c).
Post Cards, each,	1 cent.
Reply Post Cards,	2 cents each.
Books and Patterns, per 2 oz.,	2 cents.
Newspapers and Prices Current,	1 each per 2 oz.
Registration,	5 cents.

(c) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet *viâ Gibraltar*. No parcel is sent with the Overland Mail viâ Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 20 cents each succeeding lb or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out *viâ Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, '*Sent to* ——,' or '*Received at 7 p.m.*,' or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

---

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 5 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c. may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor. Sec.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination	Remarks.
Steamers								
Afridi	3 c	Golding	Brit. str.	2152	June 27	Dodwell, Carlill & Co.	S'pore & New York	June 29.
Ask	3 c	Hygom	Dan. str.	654	June 28	A. R. Marty		
Bayern	5 c	Prehn	Ger. str.	2343	June 28	Melchers & Co.	Shanghai	June 28.
Benledi	5 c	Farquhar	Brit. str.	1140	June 22	Gilb, Livingston & Co.		
Butuan	5 k	Maddriego	Span. str.	328	Feb. 15	Bandao & Co.		
Catherine Apear	5 k	Olifent	Brit. str.	1734	June 27	David Sassoon, Sons & Co.	S'pore & Calcutta	July 2.
China	3 c	Schipper	Ger. str.	1275	June 25	Siemssen & Co.		
Chiyoda Maru	3 c	Yokoyama	Japan. str.	1445	June 28	Mitsui Bussan Kaisha		
Chunshan	3 c	Ferguson	Brit. str.	1280	June 23	Bradley & Co.		
Clara	3 c	Bruhn	Ger. str.	675	June 23	Jebsen & Co.		
Danto	2 c	Kopke	Ger. str.	1802	June 26	Wus Kee		
Donar	3 b	Ahrens	Ger. str.	1201	June 27	Chinese		
Doric	5 c	Smith	Brit. str.	4675	June 26	O. & O. S. S. Co.		
Elphin Lone	3 c	Abbott	Brit. str.	1143	June 16	Arnhold, Karberg & Co.		
Empress of India	5 c	Marshall	Brit. str.	5400	June 21	C. P. R. Co.	Vancouver, B.C.	June 29.
Germania	3 c	Muller	Ger. str.	1713	June 21	Jebsen & Co.		
Glenearn	5 c	Murray	Brit. str.	1424	June 22	Jardine, Matheson & Co.		
Hainan	3 c	Clausen	Ger. str.	740	June 27	Siemssen & Co.		
Haitan	5 h	Hall	Brit. str.	1183	June 26	Douglas Steamship Co.	Coast Ports	June 29.
Hertha	5 c	Hildebrandt	Ger. str.	3010	June 24	Siemssen & Co.	Yokohama & Kobe	June 28.
Hohenzollern	5 c	Bleeker	Ger. str.	2039	June 20	Melchers & Co.		
Isidoro Pons		Roses	Span. str.	625	April 14	Order		K'loon Dock
Loyemoon	5 c	Heuermann	Ger. str.	1238	June 27	Siemssen & Co.	Shanghai	June 29.
Mount Hebron	3 c	Sutherland	Brit. str.	1668	June 23	Order		
Mount Sinion	3 c	Caivers	Brit. str.	2126	June 28	Order		
Orestes	5 c	Pulford	Brit. str.	2993	June 28	Butterfield & Swire		
Patrarch	3 c	Schall	Ger. str.	2000	June 27	Lauts, Wegener & Co.		
Phra Chula Chom Klao	2 c	Pigot	Brit. str.	1012	June 25	Yuen Fat Hong	Swatow & Bangkok	June 29.
Picciola	3 c	Hass	Ger. str.	875	June 26	Siemssen & Co.		
Propontis	3 c	Crawford	Brit. str.	1390	June 27	Heang Sing S. S. Co.		
Quarta	7 c	Johannsen	Ger. str.	1126	June 25	Sander, Wieler & Co.		
Sabine Rickmers	5 c	Sanders	Ger. str.	598	June 26	Arnhold, Karberg & Co.		
Shini Maru	3 c	Nonuka	Japan. str.	1327	June 14	Order		
Siegfried	3 c	Schuldt	Ger. str.	988	June 28	Royal Dutch Oil Co.		
Sungkiang	5 c	Reudle	Brit. str.	494	June 26	Butterfield & Swire		
Tacoma	5 c	Dixon	Brit. str.	1052	June 25	Dodwell, Carlill & Co.		
Tatsuai	3 c	Moore	Brit. str.	919	June 23	Butterfield & Swire		
Tientsin	3 c	Dawson	Brit. str.	1250	June 17	Butterfield & Swire		
Tokio Maru	5 k	Haswell	Japan. str.	1360	June 28	Nippon Yusen Kaisha	Sydney, &c.	July 1.
Yiksang	3 c	Muir	Brit. str.	887	June 23	Jardine, Matheson & Co.		
Sailing Vessels.								
Atlantic	2 k	Schneider	Ger. bqe.	633	June 11	Sander, Wieler & Co.		
Austria	2 c	Andersen	Brit. bqe.	1104	June 20	Master		
Duchesse Anne	5 k	Corvony	Fch. bqe.	1114	June 23	Gallowi.z & Co.		
E. C. Monatt	2 c	J. N. Monatt	Amr. sh.	1026	May 15	Arnhold, Karberg & Co.		
Etha Rickmers	2 k	Rose	Brit. str.	1754	June 17	Arnhold, Karberg & Co.		
Hawthorn Bank	2 h	Greig	Brit. bqe.	1288	May 21	Standard Oil Co.		
Kelat	2 k	Hughes	Brit. sh.	1823	June 23	Standard Oil Co.		
Marian Woodside	2 k	Russell	Brit. bqe.	149	May 28	Order		
Mary L. Cushing	2 k	Pendleton	Amer. sh.	1575	June 7	Standard Oil Co.		
Metropolis	2 k	Richard	Br. 4m. bk.	1697	June 21	Order		
Muskuka	2 k	Crowe	Br. 4m. bk.	2259	June 21	Order		
Old Kensington	5 h	Tucker	Brit. sh.	1777	June 25	Admiralty		
Ragnhild	2 k	Bonnelycke	Dan. bqe.	382	June 10	Arnhold, Karberg & Co.		
Richard Rickmers	5 k	Benecke	Ger. bqe.	1325	June 18	Arnhold, Karberg & Co.		
Rose	2 k	Garrick	Brit. bqe.	1595	May 29	Order		
Samar	2 k	Forbes	Amer. bqe.	1034	May 20	Order		
Sants of Maine	2 k	Curtis	Amer. sh.	1447	May 12	Standard Oil Co.		
Yola	5 k	Ponnicuit	Brit. sh.	1407	June 14	Government		

Money Orders.

[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OF SUCH.

Foreign Countries:—

Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
Brit. Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn through the London Post Office are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £1, ... 1d.
" Exceeding £1 but not exceeding £5 ... 2d.
" " £5 " " £10 ... 3d.
" " £10 " " £20 ... 4d.

3.—The commissions charged in Hongkong are as follows (according to the currency the Order is drawn in):—

(a.) For sums not exceeding $1, 10 cts.; $2, 20 cts.; $3, 30 cts.; $4, 40 cts.; $5, 50 cts.; $6, 60 cts.; $7, 70 cts.; $8, 80 cts.; $9, 90 cts.; $10, $1.10.

(b.) Up to $10, or 20 rupees, 20 cts.; $20, or 50 rupees, 40 cts.; $30, or 70 rupees, 60 cts.; $40, or 100 rupees, 80 cts.; $50, or 120 rupees, $1.00.

4.—No Order can exceed $10 or 20 rupees drawn in India, nor 100 dollars in the high.

SHARE LIST.—QUOTATIONS.—JUNE 28, 1898.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	193 ¼ prem. = $366½, buyers
Bank of China & Japan, Limited preference shares	33,950	£ 5	£ 5	nom.
" ordinary "	199,875	£ 8	£ 4	nom.
" deferred "	1,250	£ 1	£ 1	£5.5
National Bank of China, Limited	...	£ 10	£ 5	$17½, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 25	$ 6	$137½, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.3	$ 25	$64, buyers
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 181, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 2	$10, sales
Union Insurance Society, Ld.	10,000	$ 250	$ 50	$220, sellers
Yangtze Insurance Association, Ld.	8,000	$ 100	$ 6	$134, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 2	$99
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 5	$332½, sellers
DOCKS.				
H'kong & Wampoa Dock Co., Ld.	12,500	$ 125	all	253 % prem = $141.25
STEAMBOATS.				
China and Manila S. S. Co., Ld.	6,000	$ 50	all	$80
Douglas Steamship Co., Limited	20,000	$ 50	all	$58, sellers
HK. C. and M. Steamboat Co., Ld.	60,000	$ 15	$ 1	$25½, buyers
Indo-China S. N. Company, Limited	60,000	$ 10	all	$60, sellers
China Mutual S. N. Co.	30,000	£ 10	£ 1	£7.15, buyers
" " (new issue)	20,000	£ 1	£	£1 / £2.15, buyers
REFINERIES.				
China Sugar Company, Limited	20,000	$ 10	all	$165
Luzon Sugar Company, Limited	7,000	$ 100	all	$40, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000	$ 50	all	$60
Wanchai Warehouse and Storage Company, Limited	8,600	$ 100	$ 37	$41
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	30,000	$ 100	$ 5	$72, sellers
Kowloon Land and Building Company, Limited	6,000	$ 50	$ 3	$37, sellers
Humphreys' Estate & Finance Co.	25,400	$ 100	all	$8½, sellers
West Point Building Co., Limited	12,500	$ 50	$ 40	$20, sellers
TRAMWAYS.				
HK. High Level Tramways Co., Ld.	1,250	$ 100	all	$105
MINING.				
Jelebu Mining & Trading Co., Ld.	40,000	$ 5	all	$3.70, sales
New Penjom Mining Co., Ld.	40,000	$ 4	all	$6, buyers
" " Preference shares	30,000	$ 1	all	$1.60, sales
Great Eastern and Caledonian Gold Mining Co. Ld.	18,000	$ 5	$ 5	$5, sellers
	52,000	$ 5	$ 2½	$3.20
Société Française des Charbonnages du Tonkin	12,000	Frs. 500	all	$120
New Balmoral Gold M'ing Co., Ld.	50,000	$ 1	all	65 cts.
" " Preference shares	75,000	$ 1		75 cts.
Raub Aust. Gold Mining Co., Ld.	100,000	$ 1	18/10	$36½
Oliver Freehold Mines, Ltd.	A 15,000	$ 5	$ 5	$14
	B 10,000	$ 5	$ 2½	$2
	25,000	$ 5	$ 1	—
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited. in liq.	6,000	$ 50	all	$5, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	12,000	$ 50	all	$51½
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$11.25, buyers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	$ 10	all	$12
Hongkong Electric Co., Limited	30,000	$ 100	$ 10	$8½, buyers
BREW AND DISTIL.				
Green Island Cement Co., Ld.	20,000	$ 100	$ 10	$90, buyers / $90, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	10,000	$ 10	$ 15	$5
Campbell, Moore & Co., Limited	1,200	$ 1	all	$3, buyers
Geo. Fenwick & Co., Limited	6,000	$ 20	$ 5	$30
Hongkong Bakery Company, Ld.	600	$ 5	all	$38
Hongkong Dairy Farm Co.	10,000	$ 7.5	$	$8½, buyers
Hongkong Ice Company, Limited	5,000	$ 20	all	$ 10, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 5	all	$10, sellers
Hongkong Cotton Spinning Co., Ld.	1,000,000	$ 10	$ 4	$25, sellers
New Cotton Spinning and Weaving Co., Ld.	10,000	Tls. 10	Tls 10	Tls. 100
International Cotton Manufacturing Co., Ld.	10,000	Tls. 10	Tls 10	Tls 107, ex div.
Lean-Kong-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 10	Tls. 100, sales
Ewo Cotton Spinning Co., Ld.	9,000	$ 100	$ 8	$95
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 60	Tls. 350

* Founder's shares.

| NAME. | Amount. | Value. | Interest. | Quot

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Her Britannic Majesty's Ships on the China Station.

Name.	Description.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	10	3000	Commander Smith-Dorrien	Hongkong
Algerine	sloop	1050	6	1805	Lieut.-Com. E. H. Grafton	Shanghai
Archer	cruiser, 3rd class	1770	6	3500	Comdr. C. J. Kingsmill	Nagasaki
Barfleur	battleship, 1st class	10,500	14	13,000	Capt. R. N. Custance	Nagasaki
Bonaventure	cruiser, 2nd class	4360	10	9000	Capt. R. A. J. Montgomerie	Manila
Centurion*	battleship, 1st class	10,500	14	13,000	Captain Jellicoe	Weihaiwei
Daphne	sloop	1150	8	2000	Commander Galloway	Foochow
Esk	g-bt. 3rd class coast defence	363	2	200	Lt.-Com. Chadwick	Hankow
Fame	torpedo boat destroyer	260	6	4000	Lieut. H. A. Gillett	Nagasaki
Firebrand	gunboat, 2nd class	455	2	360		Hongkong
Gibraltar†	cruiser, 1st class	7700	12	12,000	Capt. H. F. Hughes-Hallett	en route
Grafton†	cruiser, 1st class	7300	12	12,000	Captain E. P. Jones	Nagasaki
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Chefoo
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Nagasaki
Hermione	cruiser, 2nd class	4360	10	9000	Capt. G. A. Gallaghan	Singapore
Humber	storeship	1640	—	800	Lieut. Plumer	Hongkong
Immortalité	armoured cruiser, 1st class	5600	12	8500	Captain Edward Chichester	Manila
Iphigenia	cruiser, 2nd class	3600	8	9000	Capt. H. T. Dudding	Nagasaki
Linnet	gunboat, 2nd class	756	2	870	Com. W. W. Smythe	Foochow
Narcissus	armoured cruiser, 1st class	5600	12	8500	Comdr. W. C. C. Forsyth	Weihaiwei
Peacock	gunboat, 1st class	750	6	1200	Lieut.-Com. P. S. St. John	Fusan
Phœnix	sloop	1050	6	1400	Capt. Cochrane	Chemulpo
Pigmy	gunboat, 1st class	750	6	1200	Lieut. Dormer	Manila
Plover	gunboat, 1st class	755	6	1200	Lieut. Spencer V. Y. de Horsey	Manila
Powerful	cruiser, 1st class	14,200	14	25,000	Capt. Hon. H. Lambton	Nagasaki
Rattler	gunboat, 1st class	715	6	1200	Lt.-Com. Hon. G. A. Hardinge	Manila
Redpole	gunboat, 1st class	805	6	1200	Lieut. C. P. R. Coode	Swatow
Swift	gun-vessel, 2nd class	756	2	870	Lieut. Beaumont	Hongkong
Tamar	receiving ship	2047	—	—	Commodore S. Holland	Hongkong
Tweed	g-bt 3rd class coast defence	363	2	200		Hongkong
Undaunted	armoured cruiser, 1st class	5600	12	8500	Capt. A. C. Clarke	Nagasaki
Victorious	battleship, 1st class	14,900	16	12,000	Capt. A. Schomberg	Nagasaki
Waterwitch	Surveying ship	620	—	—	Lieut.-Comdr. W. P. Dawson	Weihaiwei
Whiting	torpedo boat destroyer	260	6	4000	Lieut. Barton	Chefoo
Wivern	coastdefenceship, armoured	2750	4	1000		Hongkong

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Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Aspic	French gunboat	475	3	450	Commander Journe	Saigon
Bayard	French flagship	6500	12	4500	Captain Joannet	Manila
Bruix	French cruiser	—	—	—	Capt. in Parfait	Manila
Descartes	French cruiser	4000	14	8500	Capt. Philibert	Samsah
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Shanghai
Jean Bart	French cruiser	—	—	—	Captain Thomas	Foochow
Léon	French gunboat	—	—	—		Saigon
Pascal	French cruiser	3988	14	8500	Captain de Brétizel	Manila
Surprise	French gunboat	629	2	900	Captain de Plessix	Saigon
Vaulian	French flagship	—	—	—	Captain Boutet	Manila
Arcona	German cruiser	1640	8	2950	Captain Becker	Nagasaki
Cormoran	German cruiser	1640	8	2900	Capt. Brussatis	Manila
Deutschland	German ironclad	8000	—	8000	Captain Plachte	Kiaochau
Gefion	German 2nd class cruiser	4100	10	9000	Captain Follenius	Shanghai
Irene	German cruiser	4200	8	2930	Commander de Bois	Manila
Kaiser	German flagship	7677	15	5700	Captain Stubenrauch	Manila
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Koellner	Manila
Prinzess Wilhelm	German cruiser	4400	12	8000	Captain Truppel	Manila
Marco Polo	Italian cruiser	1487	—	—	Captain Incoronato	Woosung
Liberal	Portuguese gunboat	400	3	400	Comdr. Carvalhose e Athaya	Macao
Admiral Kornileoff	Russian cruiser	3500	16	9000	Captain Molas	Port Arthur
Alcout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Bobr	Russian sloop	950	2	1150	Captain Boisman	Shanghai
Dimitri Donskoi	Russian cruiser	6000	16	7000	Capt. Witthoeft	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikff	
Gremistchy	Russian gunboat	1490	2	2000	Capt. Bouchanoff	Port Arthur
Korejets	Russian sloop	1200	9	2150	Captain Lindestrom	Yokohama
Kreiser	Russian sloop	1542	2	1800	Captain Lisinsk	Shanghai
Manchur	Russian sloop	1200	3	1400	Commander Kachaloff	Chemulpo
Navarin	Russian 2nd class battleship	10,030	4	—	Captain Feniche	Port Arthur
Otvajny	Russian gunboat	1400	2	2000	Captain Coprianoff	Port Arthur
Pamiat Azova	Russian cruiser	6000	15	8000	Captain Vireenius	Port Arthur
Rossia	Russian cruiser	12,200	—	—	Captain Domojiroff	Port Arthur
Rurik	Russian flagship	10,323	23	13,250	Comdr. Rodionoff	
Sibitch	Russian gunboat	950	2	1125	Captain Barranoff	Vladivostock
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Baranago	Port Arthur
Sivooteh	Russian cruiser	950	2	1120	Captain Astromoff	Nagasaki
Vladimir Monomach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchtomsky	
Vsadnik	Russian gunboat	500	11	3500	Capt. Rogulia	
Zabijaka	Russian cruiser	1230	6	1184	Commander Vandenkr	Port Arthur
Baltimore	U. S. cruiser	4600	24	—	Capt. N. M. Dyer	Manila
Boston	U. S. cruiser	3000	8	3700	Captain F. Wilder	Manila
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Raleigh	U. S. cruiser	3200	11	10,000	Comdr. Coghlan	Manila

HONGKONG.

(Being another of the series of letters by A. von Sonnenberg from the German transport *Krefeld* and afterwards from Kiau-chou.)

In summing up the impressions made by my stay in Singapore, lasting hardly four hours, I said in my last letter that the British Government has simply done marvels in its colonies, and these impressions are strongly confirmed in Hongkong, this powerful metropolis of the Far East, 'Our Island' as the British like, and justly like, to call it.

Everything the visitor meets with in this town is done on an astonishingly large and liberal scale. Even the most exacting and critical eye can hardly find fault with anything here, and many a large European town might take a leaf out of the book of her Far Eastern sister, chiefly with regard to public life and public order.

Nothing, absolutely nothing, is done poorly or meanly, everything is done largely and well and tending to render life as agreeable as possible to the British masters. Scrupulously clean, well laid out streets, electric light, elegant hotels, attractive shops, beautiful public gardens, in which nightingales make their home, all these are the noticable features which attract the eye of the hurried visitor as he walks round the European quarter.

This is laid out round the beautiful harbour, more like a large lake, in which hundreds of ships, of all nations, come and go, exchanging the goods of all zones.

Proudly flies the British flag over the Governor's residence, situated in an elevated position in the middle of a splendid park and resembling a royal castle; near the harbour, overlooking the sea, you find the colossal statue of Queen Victoria, the Empress of India, and facing it, at a distance of hardly 50 yards, you see the *Powerful* at anchor, the most powerful cruiser in the world with her crew of 850. This is an undeniable proof of the fact that all this splendour and all these riches can only be gained and developed for the good of the nation, if a strong and powerful fleet of your own is always at hand, ever ready to protect.

Our poor little *Mücke*, which was seemingly built in the time of Noah, how she appeared ashamed of herself in the British hospital—the dock—to which she had to go, suffering from some incurable disease or other caught in the strain of her foreign service, and how she looked just like a pinnace compared to the *Powerful*!

And yet, the volume of the German trade here nearly equals that of the British. Influential merchants of our own nationality have settled here, and in the magnificent, most splendidly appointed German Club, are to be found at any time our compatriots who are most highly respected here in this British town.

But please note; the respect is paid to the individual and to the successful merchant, and not *eo ipso* to the son of the powerful German Empire, which commercially stands second in the world and which, until a few months ago, did not possess a square foot of territory on the Chinese coast, which latter, for the merchant and trade, seems to be a real gold mine.

Hundreds of our German compatriots have, therefore, put themselves under British protection and have made their fortunes here. The British flag protects them because their own has not been able to do so for the long, long years which we have idled away.

Out here everybody, however narrow his views may have been formerly, must feel and realise that a great trading nation must indeed take a back seat, if it have not the power to unite abroad and protect under its own flag its wandering, fortune-seeking, money-making sons.

And out of those who in a foreign country make their fortunes, fifty in every hundred are lost to their own nation, not through any fault of their own, but through the inactivity and short-sightedness of their own country, whose narrow views they can no longer understand nor excuse out here, where they meet every nation in the world, competing against each other in the struggle for life.

Similar to that of a national club in which the dispersed members of one nation meet on foreign soil, is the stimulus of the country's flag, but this must not be a flag in name only, it must be powerfully protected, and care must be taken that by no narrow view, brought over from by-gone times, life and expansion beneath the German colours are hampered, or the easy-going British rule will after all be preferred by most Europeans to the hundred and one German laws and regulations.

In both these directions, I think, we have still much to learn from our British cousins' experience in these matters, and when Germany has succeeded in doing in Kiau-chou what England has done after possessing this small island for 60 years, only then can she rest.

Nature has been more than kind to our South-Chinese model. The splendid, beautiful bay is framed in by high mountains, which rise immediately out of the harbour, their slopes dotted with country houses, and the summit, called the 'Victoria Peak,' which is about 1,800 feet high, is covered with buildings. Well-furnished hotels stand next to surprisingly comfortable barracks. Convalescent homes for soldiers and sailors are built here in the healthiest part of the island at such expense and with such comfort as would bring tears to the eyes of our Chancellor of the Exchequer. Every and most lavish care is taken to supply not only the necessaries of life, but also to render existence as agreeable as possible. A cable train, running every quarter of an hour, connects the lower town with the residences at the Peak, one of the most beautiful of which is occupied by our Consul General and his amiable wife.

All the roads are cut into the living rock or made of very hard cement, and the network of streets and roads at the top of the mountain is lined by cemented gutters. Everywhere, too, you will see asphalt tennis grounds, etc., which by their position, and lying in terraces one above the other, strongly resemble batteries placed for action.

Hongkong is very strongly guarded. The small island, which, in my estimation, is of about the same size as Capri, has a garrison of six battalions of infantry and strong detachments of artillery and engineers, in addition to the powerful men-of-war, and one sees that England too finds it advisable to employ strong military forces out here in the midst of these millions of pigtailed yellow Chinese. The followers of Buddha believe in power only, and it is, therefore, the policy of the British to show theirs everywhere. The drill ground is right in the heart of the town, adjoining the largest and most beautiful buildings, and in it the British Major drills his red-coated soldiers, and hundreds of almond-eyed pigtails watch the movements with an appreciation which would hardly be felt by a German military expert. Down below long rows of heavy unmounted guns lie about unprotected in the courtyard of the arsenal, and are exposed there to general view, and the sailors of the men-of-war running one daily that Great Britain not only knows how to carry on trade, but also how to set promptly about the slightest item called for risk.

England has only had a more important commercial centre in Hongkong, but she has also made a strong hold in it, and the height of the Victoria Peak can without doubt be transformed into a second Gibraltar at a short notice, and to judge by the strong garrison in this small island (fancy little Capri having a brigade of infantry, foot artillery, engineers, and furthermore 1,500 marines) leads one to suppose that England wishes to be prepared for any surprise in the Far East. Thus the streets abound with red coats, and it makes a strange impression upon anybody to see at the various bars our Blue-Jackets drinking together in the greatest of harmony and good fellowship with the British soldiers. In the drinking question England and Germany have till now always agreed.

The British flag was hoisted in 1841 near a few miserable huts belonging to some Chinese fishermen who were then the only inhabitants of the island, and to-day Hongkong is a splendid town of 250,000 inhabitants; it forms the depot for the whole Far Eastern trade, and enormous jetties, docks and engineering shops, granite quays, miles in length, have been built.

Trade follows the flag, and not *vice versâ*. No European had ever lived in the island until Midshipman Dowell, now an Admiral in the British fleet, had hoisted the Union Jack in January, 1841, and by doing so announced to the world the British supremacy and prestige in the Far East.

To-day Germany is in a similar position. All competent judges here agree in the opinion that the Bay of Kiau-chou is a valuable acquisition in regard to its position on the sea coast, as well as to the facilities which it will afford for harbour accommodation and communication with the hinterland. In the completion of the trans-Siberian railway the importance of our new possession may rise beyond all expectations, and it now lies with us to found a northern Hongkong. May success be with us, and may our German capitalists have sufficient energy; may they be far-sighted and courageously determined enough to do what the British have done, and what I now see before me in Hongkong. Here, too, disappointments were met with at the beginning, and the golden harvest was not reaped during the very first years.

History is the best teacher in everything, it is the most powerful source of our knowledge in politics and warfare, and let it be thus in matters colonial.

From a handbook of British Colonial history, all those who want to reap the fruit when the seed is hardly sown could learn much, and a stroll through the cemeteries of Hongkong, where dozens of memorial stones have been set by their comrades and superiors to the British Officer, the soldier and sailor, would further teach them that out here amongst the millions of foreign races no greatness can be attained through gold alone, but that human life too must be staked. Losses of this kind are quite as unavoidable as those occurring daily in the course of trade, and above all of navigation; yet nobody would ever pretend that both trade and navigation should be abandoned because of the annual loss of life and property.

We, too, undoubtedly possess the perseverance, the courage, the energy the go-aheadness and the wandering instinct which from the time of the Vikings has rendered the German races so powerful; the qualities so characteristic of our British cousins are also given to us. The hundreds and thousands of Germans that live in any and every part of the globe prove it. But to-day these qualities are no longer sufficient; every resource, every faculty of the nation must be united, must be brought into play and must be strained to its utmost, and only then shall we be able to occupy abroad the position which we deserve.

It is time, indeed, to come forward and assert ourselves as a nation, and to alter our obsolete landsman's ideas and to follow in the footsteps of other European nations who have founded extensive colonies, and may we thus attain greatness amongst them.

The British, the French, the Russians are no better than we are, and yet look what they are abroad compared with us in national power and unity.

May the next half century see Germany rise to the same important position in the world as to-day she occupies on the continent of Europe.—*Specially translated for The 'Singapore Free Press.'*

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Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. the height given in the table.

29th June to 5th July.

		High Water.		Low Water.	
		Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
Wed.	29	h. m. 4 7	ft. in. 7 1	h. m. 10 11	ft. in. 0 9
Thur.	30	4 44	7 1	11 6	0 9
Fri.	1	5 20	7 1	11 59	0 9
Sat.	2	6 0	7 0	— —	— —
Sun.	3	6 44	6 11	0 54	1 0
Mon.	4	7 31	6 8	1 51	1 3
Tues.	5	8 21	6 3	2 49	1 6

Intimations.

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A. G. GORDON, *General Manager.*
Hongkong, April 1, 1898. 783

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Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

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CHINA COAST METEOROLOGICAL REGISTER.

June 27th.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Sea.
Wi'stock.	—	—	—	—	—	—	—
Tokio	29.94	—	—	S	2	f	—
Kochi	29.83	—	—	SW	2	—	—
Nagasaki	29.88	—	—	SW	4	—	—
Kagoshima	29.89	—	—	SE	2	—	—
Gutzlaff	29.75	82	91	SSE	1	cv	—
Sharp Pk.	29.71	81	86	E	5	c	—
Amoy	29.68	84	79	SE	2	c	—
Swatow	29.68	87	—	E	1	b	—
Canton	29.67	85	80	E	2	d	—
Hongkong	29.67	82	86	E	2	c	—
Vict. Peak	—	—	—	ESE	5	—	—
Gap Rock	29.66	—	—	E	3	—	—
Macao	29.68	86	—	E	1	c	—
Haiphong	—	—	—	—	—	—	—
C.S. James	—	—	—	SW	3	bm	—
Manila	—	—	—	—	—	—	—
Bolinao	—	—	—	—	—	—	—

June 28th.—AT 10 A.M.

Station.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Sea.
Wi'stock.	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Gutzlaff	29.76	78	91	S	4	cm	—
Sharp Pk.	29.72	81	83	SSE	2	c	—
Amoy	29.73	82	87	—	0	c	—
Swatow	29.72	84	—	NE	2	b	—
Canton	29.71	86	76	E	2	c	—
Hongkong	29.67	83	77	E	4	c	—
Vict. Peak	—	—	—	E	2	—	—
Gap Rock	29.66	—	—	ESE	4	—	—
Macao	29.65	90	—	NNW	1	c	—
Haiphong	29.68	81	95	NW	0	c	—
C.S. James	—	—	—	SW	3	c	—
Manila	—	—	—	—	—	—	—
Bolinao	—	—	—	—	—	—	—

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. Temperature, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with aqueous vapour being 100.
4. Direction of Wind, in two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, e.g. fine, cloudy, fog, rain, snow, thunder, lightning, hail, drizzling, sleet, squally, g. squally, g. squally with rain, g. squally with thunder and lightning, g. squally with snow, g. squally with hail, g. squally with rain and snow, g. squally with rain and hail, g. squally with snow and hail, g. squally with rain, snow and hail, g. squally with thunder, lightning and rain, g. squally with thunder, lightning and snow, g. squally with thunder, lightning and hail, g. squally with thunder, lightning, rain and snow, g. squally with thunder, lightning, rain and hail, g. squally with thunder, lightning, snow and hail, g. squally with thunder, lightning, rain, snow and hail.
7. Sea, in tenths, using 10 for calm.

F. G. FISE, *First Assistant.*

Hongkong Observatory, June 28, 1898.

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Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Catherine Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 29th Instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, June 27, 1898. 1247

'GLEN' LINE OF STEAM PACKETS.

FROM LONDON, MIDDLESBROUGH AND STRAITS.

THE Steamship *Glengyle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

All Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY.

Cargo remaining undelivered after the 30th June will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 7th July, otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 23, 1898. 1228

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Hertha*, Captain HILDEBRANDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, June 25, 1898. 1237

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BALLARAT*.

FROM LONDON, PORT SAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—
From LONDON, ex s. s. *Victoria*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., TO-DAY.

Goods not cleared by the 29th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, June 23, 1898. 1224

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA;
By Mr. G. TAYLOR.

With Woodcuts.

[Reprinted from the *China Review*]

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW,

The Co.'s Steamship *Haitan*, Captain HALL, will be despatched for the above Ports on WEDNESDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, June 27, 1898 1244

FOR SHANGHAI & WLADIVOSTOCK.

The Steamship *Lyeemoon*, Captain G. HEUERMANN, will be despatched for the above Ports on WEDNESDAY, the 29th Inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second-class Passengers.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, June 27, 1898. 1246

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(*Passing through the* INLAND SEA).

The Co.'s Steamship *Hohenzollern*, Capt. H. BLEEKER, will leave for the above Ports on or about WEDNESDAY, the 29th Inst.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, June 24, 1898 1231

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Bayern*, Captain E. FREHN, due here with the outward German Mail about TUESDAY, the 28th Inst., will leave for the above Place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, June 24, 1898 1232

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *St. Ninian* will be despatched as above on or about the 1st July.

To be followed by:—

S.S. *Craigearn*, on or about 20th July.
S.S. *Fortuna*, on or about 5th August.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 20, 1898. 1144

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Catherine Apcar*, Capt. J. G. LIEFT, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, June 27, 1898 1248

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE).

FOR LONDON, HAMBURG AND ANTWERP.

(*Taking Cargo at through rates to* AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS).

The Co.'s Steamship *Armenia*, Captain MAGIN, will be despatched as above on MONDAY, the 4th July.

For Freight, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, June 21, 1898 1227

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Priam*, Capt. JACKSON, will be despatched as above on MONDAY, the 11th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 24, 1898 1233

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* STRAITS.

(*Taking Cargo at through rates for* LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Moyune*, Captain R. CONRADI, will be despatched as above on or about the 13th July.

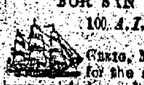
For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 23, 1898 1226

Sailing Vessels.

FOR SAN FRANCISCO.



100 *A. I.* British Ship *Hawthornbank*, Gazio, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, June 13, 1898. 1161

FOR NEW YORK.

The 100 *A. I.* British Barque *Marion Woodside*, Rumble, Master, is loading for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, June 1, 1898. 1095

Shipping.

Steamers.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Afridi*, to be despatched for the above Ports at Daylight, on WEDNESDAY, the 29th Instant, instead of as previously advertised.

S.S. *Pathan*, to sail about 15th July.
S.S. *Macduff*, to sail about 31st July.
S.S. *Sikh*, on or about 13th August.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 27, 1898. 1061

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON & MELBOURNE.

The Co.'s Steamship *Tsinan*, Captain RAMSAY, will be despatched as above on THURSDAY, the 30th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ*.

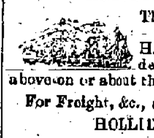
For Freight of Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 20, 1898. 1205

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.



The Co.'s Steamship *Chingwo*, H. C. HARRIS, Commander, will be despatched as above on or about the 30th Instant.

For Freight, &c., apply to

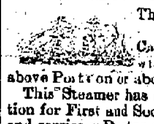
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 27, 1898. 1229

FOR SINGAPORE, COLOMBO, HAVRE AND HAMBURG.

(*Calling at* NAPLES *for landing Passengers if sufficient inducement offers*).

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)



The Steamship *Della*, Capt. E. CHRISTIANSEN, will be despatched for the above Ports on or about the 6th July.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & Co.
Agents.

Hongkong, June 24, 1898. 1230

Intimations.

THE

Tropical Agriculturist.

MONTHLY RECORD OF INFORMATION FOR PLANTERS

Of Tea, Cocoa, Cinchona, Coffee, Indiarubber Sugar, Palms, Cotton, Cardamoms, Kola, Coca, Cinnamon, Nutmegs, Fibrous plants and other Products suited for Cultivation in the Tropics.

[Published at *Observer* Office, Colombo, Ceylon, on or about the 1st of each Month. Commenced in June 1881.]

THE 'TROPICAL AGRICULTURIST' has now in assured position in its large circulation in Ceylon, Southern and even Central and Northern India, the Straits Settlements, Sumatra, Java, Borneo, Northern Australia, Queensland, Central America, Natal, Mauritius and the West Indies. From all sub-tropical planting settlements we have had cordial approval of the publication and an encouraging measure of support. The English, Indian and Colonial Press have spoken in commendatory terms of the *T. A.*, as also Directors of Public Gardens from Sir Joseph Hooker, F.R.S., downwards, and to have all planters.

☞ No planter should be without it.

Subscription, including postage, in advance; £1 sterling. Rupees 12. Dollars 5. Single copies 2s or R1; back copies 3s or R1 50. Any one of the Four Volumes completed, (1881-2; 1882-3; 1883-4; 1884-5), bound in cloth, lettered, with Comprehensive Index, for £1 10s (or R18), carriage prepaid.

As a medium for English, American and Australian ADVERTISEMENTS of good, suitable for the tropics, India as well as Ceylon, the Straits Settlements, Java and West Indies or connected with agriculture the *Tropical Agriculturist* stands unrivalled, the work being constantly in the hands of Native as well as European and American agriculturists. Being a Monthly Periodical, the *Tropical Agriculturist* lies on the table and is very often referred to during each month, a fact which advertisers will know how to appreciate.

Mr W. T. Thiselton Dyer, F.R.S., Assistant Director of Kew Gardens, writing of the *T. A.*, refers to it as 'an satisfactory repertory of everything relating to the economic botany of the East.'

☞ For the sale of plants, seeds, machinery, implements, &c., used in tropical (tea, sugar, fibres, &c.) agriculture, no better advertising medium exists.

Rates for Advertisements.
[9 words to line.]

12 Lines and under per Line	Cs 9d (8 annas)	
Above twelve Lines	,, Cs 8d (7 ,,)	
Quarter Page (ouce)	17s R10	5 percent off for each additional insertion.
Half ,, ,,	£1 8s R17	
Whole ,, ,,	£2 R34	

☞ For long contracts, special reductions.

Communications respecting advertisements and subscriptions for TROPICAL AGRICULTURIST may be addressed to

A. M. & J. FERGUSON, Colombo.
J. HADDON & Co., 3 Bouverie Street, Fleet St., London.
G. STRANGE & Co., 80 Gracechurch, London.

☞ Agents in all parts of the World.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO TO

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 2nd July, at Noon, the Company's Steamship *SYDNEY*, Captain AUBERT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *via* Ports of Call, without Transhipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 1st July. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 13, 1898. 1193

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *VERONA*, Captain S. BARCHAM, carrying Her Majesty's Mails, will be despatched from this for STRAITS and BOMBAY, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 23, 1898 1241

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Wednesday	July 20.
Prinz Heinrich	Wednesday	August 17.
Darmstadt	Wednesday	Sept. 14.
Preussen	Wednesday	October 12.
Sachsen	Wednesday	November 9.
Bayern	Wednesday	December 7.
Prinz Heinrich	Wednesday	Jan. 4, 1899.

ON WEDNESDAY, the 20th day of July, 1898, at 9 a.m., the Company's S.S. *BAYERN*, Captain E. FREHN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th July. Cargo and specie will be received on board until 5 p.m. on TUESDAY, the 19th July, and Parcels will be received (at the Agency's Office) until Noon, on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $5.00, and Parcels should not exceed Two Best Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, June 24, 1898. 1232

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, July 5, at noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday July 26, at noon
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'lulu)	Saturday, August 13, at noon.

THE Co.'s Steamship *DORIC* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 16, 1898. 1182

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Glenfarg* (via Shanghai, Nagasaki Kobe, Inland Sea and Yokohama)	Saturday, July 16, at Daylight.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, Aug. 4, at noon.
City of Rio de Janeiro (via Shanghai, N'ki, Kobe, Inland Sea, Y'hama & H'lulu)	Tuesday, Aug. 23, at noon.

THE U.S. Mail Steamship *GLENFARG* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 16th July, at Daylight, taking Freight for Japan, the United States, and Europe.

* This Steamer will carry NO PASSENGERS.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, No. 1, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 24, 1898. 1189

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(*Subject to Alteration.*)

* *EMPRESS OF INDIA*...Comdr. C. P. MARSHALL, R.N.R..	WEDNESDAY 29th June/98.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R....	WEDNESDAY, 20th July/98.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...	WEDNESDAY, 10th Aug./98.

* Calling at AMOY.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent*,
PEDDER STREET.

Hongkong, June 8, 1898. 1128

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH Northern Pacific Railway Co.

Steamer.	*Tons*	*Captain.*	*Proposed Sailing*
Tacoma	2549	A. Dixon	July 2
Victoria	3187	J. Truebridge	July 19
Olympia	2908	T. H. Dobson	Aug. 6
Arizona	3305	R. Panton, R.N.R.	Aug. 23

FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.

Steamer.	*Tons*	*Captain.*	*Proposed Sailing.*
Braemar	3601	E. Porter	Aug. 18
Mogul	3654	C. H. Butler	Sept. 10
Columbia	3605	A. Gow	Oct. 1
.....	...	.....	...

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, £17.

Excellent accommodation. First Class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, June 27, 1898. 1131

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
TOKIO MARU, E. W. HASWELL,	SYDNEY and MELBOURNE, *Via* THURSDAY ISLAND, MACKAY, TOWNSVILLE and BRISBANE.	FRIDAY, 1st July, at Daylight.
SANUKI MARU, W. TOWNSEND,	MARSEILLES, LONDON and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO & PORT SAID.	TUESDAY, 5th July, at 4 p.m.
MATSUYAMA MARU, J. NIIZI,	KOBE and YOKOHAMA.	THURSDAY, 7th July, at 4 p.m.
SAGAMI MARU, T. MURAI,	VLADIVOSTOCK, *Via* SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 8th July, at 4 p.m.
* *RIOJUN MARU*, A. E. HOGGS,	SEATTLE, Wash., U.S.A., *Via* KOBE & YOKOHAMA.	THURSDAY, 14th July, at 4 p.m.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, June 27, 1898. 1190

WEEKLY NEWS FOR HOME.

The Overland China Mail,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The *Overland China Mail* will be regularly posted from the *China Mail* Office on publication, or their addresses being forwarded to the Office.

SUBSCRIPTION:

Per Annum	$12.00	postage	$12.00
,, Quarter	3.00	,,	0.50
,, Month	1.00	,,	0.25

China Mail Office, Hongkong.

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITHIN TWO MILES.

	$ c.		$ c.
Half hour	0.10	Three hours	0.50
One hour	0.20	Six hours	0.70

Day (6 a.m. to 6 p.m.) $1.

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITHIN FOUR MILES.

Hour	0.60	Six hours	1.50
Three hours	1.00	Day (6 to 6)	2.00

Jinrikishas.

(With single driver).

Quarter hour	0.05	Hour	0.15
Half hour	0.10	Every subsequent hour	0.10

NOTE.—Victoria extends from Mount Davis to Causeway Bay and up to the level of Boundary Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra tariffs in Kowloon and other towns to be in proportion.

PLAGUE—1 case; 1 death.

IT seems probable that the wreck of the P. and O. steamer *China* will be abandoned.

THE new Japanese cruiser *Tokasago*, built in England, which is now en route to Japan, arrived at Port Said on the 17th inst.

A TELEGRAM has been received by the Boyeki Bank of Yokohama, stating that the United States Government has decided to raise a loan of 400 million dollars within one month. The rate of interest will not exceed 3 per cent. per annum, and the loan will be floated in bonds of $25, $50 and $100. The price has been fixed at par.

THE *San Francisco Chronicle* says:—We don't believe there is a second hostile fleet on the West Indies and won't until Truthful James Creelman 'transforms the whole aspect of the war' again by reporting it at Cadiz. The point of the joke will be recognised by those who were in the East during the China-Japan war. Mr Creelman is the gentleman who wrote a brilliant description of the battle of Pingyang from the Grand Hotel, Yokohama, some weeks after the event. It is necessary to explain that neither he nor any other foreign reporter was present at the battle.

IN the water polo competition which has been organized in connection with the Victoria Recreation Club, four teams have entered—two teams from the King's Own Regiment, one from the V.R.C., and a Kowloon team organized by H. W. Kennett. Owing to the small number of entries, matches have been arranged on league principles, which will make twelve games. The competition will be by points—two points for a win, and one point for a draw. If two teams tie for the largest number of points, the championship will be awarded to the team with the best goal average. The competition is to start on an early date. A team race between the King's Own Regiment and the V.R.C. has been arranged to take place to-morrow, at half-past five o'clock, at the Club. The teams will be composed of six men a-side, each man to swim 133⅓ yards, and each team to travel eight hundred yards, a little less than half-a-mile.

VESSELS AT THE DOCKS:—At *Kowloon*—Isidoro Pons, Feihoo, Ning-chow, Venus. *Cosmopolitan*.—Doric. *Aberdeen*.—(None)

NURSES' MEMORIAL FUND.

The Honorary Treasurer begs to acknowledge receipt of the following subscriptions:

Already acknowledged	$1,573
Benevolent Society of the Japanese Community in Hongkong	25
Newman Mumford	10
Geo. Stanbury	10
	$1,618

CORRESPONDENCE.

ANOTHER GROWL.

To the Editor of the 'CHINA MAIL'

June 28, 1898.

DEAR SIR,—Many people rejoiced at the prospect of the 'Star' Ferry Launches becoming the property of a public company; but now that it has become a fact, the public have had to sincerely regret the change of proprietors.

The fares have been greatly increased (the greatest sufferers being monthly subscribers), and one naturally looks for an improved service in consequence; but alas! the service instead of improving has deteriorated, until one might be pardoned for supposing the Company was managed by Chinese instead of Europeans.

The coxswains at present employed seem to be of an inferior or second-rate class; how they are in possession of certificates goodness only knows. Perhaps Mr Rumsey, the Harbour Master, could enlighten us? The way they endeavour to smash the wharves and their own launches is alarming: only the other morning the *Gliding Star* took actually 8 *minutes to get alongside the wharf*, and consequently started on her return journey at least 9 minutes late. Again the *Evening Star* on her arrival at Kowloon collided with the granite wall three times and took 5 minutes to get properly moored to the wharf.

There are many other complaints that could be made, but I have trespassed on your space sufficiently, and I will close this letter with the suggestion that a responsible European should be put in charge of the service without delay.—Yours faithfully,

A RESIDENT.

SEVEN warships are being built in Germany for China, but the chances are (says an American paper) that, by the time they have been built, China will have to borrow a port to keep them in.

THE War Office has sanctioned the formation of a corps of military cyclists, and five companies are to be trained forthwith at Aldershot, after the manner of the Mounted Infantry. Each company will consist of one captain, four subalterns, one colour-sergt., four sergeants, four corporals, one bugler, and 120 privates. A sergeant-artificer and assistant artificer and one temporary clerk will also be allowed. Lieut.-Col. Alderson, Deputy-Adjutant General, commanding the Mounted Infantry, will command the new cycle corps which will be trained exactly like Mounted Infantry.

TRANSPOSING and Cabin Pianos are invaluable and very strong.—Robinson Piano Co.

'ACTED LIKE A CHARM'

MR J. HARRY WATERS, HEAD-Master, STATION SCHOOL, RAWALPINDI, says: 'I regard Chamberlain's Pain Balm as a most useful household medicine. Have often used for toothache, rheumatism, and once for a very bad swollen foot, and in each of these instances the Pain Balm acted like a charm.'

Every one who tries Chamberlain's Pain Balm always speaks in the same terms. It should be kept in every medicine chest.

CHAMBERLAIN'S Pain Balm (for sale everywhere. Price, 50 cts. and $1.

General Agents—Sykes & Co.

THE LUHAN RAILWAY CONTRACT.

A CURIOUS BELGIAN MISSION.

FIGHTING MEN OFFERED IN EXCHANGE FOR COOLIES.

(*Special Telegram from Our Own Correspondent.*)

SHANGHAI, June 28, 4.18 p.m.

The Belgian contract for the construction of the Luhan Railway was finally signed in Shanghai yesterday.

A Mission from the Congo Free State, under the auspices of King Leopold of Belgium, is now at Peking pushing for the establishment of a treaty with China, the object being to provide China with the nucleus of an army consisting of 10,000 warlike Congo natives, officered by Belgians, in exchange for coolies to work in the Congo State.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, June 26.

FRANCE.

M. Peytral having failed to form a Cabinet, President Faure has summoned M. Brisson.

THE SPANISH-AMERICAN WAR.

The Cadiz fleet has been sighted from Port Said.

One thousand American dismounted cavalry attacked two thousand Spaniards who were holding a position in the bush five miles from Santiago de Cuba. The Americans drove the Spaniards into the city with a loss of thirteen killed and fifteen wounded, including six officers. The Americans are constantly advancing, and, although greatly fatigued by the heat and forced marches, are now within eight miles of Santiago.

A Spanish official despatch states that the Americans attacked the Spanish camp, but were repulsed and pursued, the Spanish loss being seven killed and twenty-seven wounded, including three officers. The news of the American landing at Baiquire created great excitement in Madrid, and Senor Segasta prorogued the sitting of the Cortes owing to the heated and futile debates that were taking place.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 28th at 10.5 a. A small depression exists to the South of Hongkong in about 18° Latitude. At 11.40 a. The barometer has fallen, slightly on the E. coast of China and moderately on the S. coast. The depression to the South of Hongkong is likely to move Westwards. Forecast:—N.E. and E. winds, freshening considerably; squally, showery.

OPPRESSIVE RENTALS.

Ah! the rents of local houses,
Long, long ago,
Fitted were to all men's pockets,
Long, long ago;
From your screw you dock'd a quarter,
Long, long ago;
Paid your rent and held a trifle,
Long, long ago;
Now the half is apt to fall,
As the rent bill, all too small,
Rents are truly too too tall,
Soon they'll bankrupt one and all,
Oh; for a law!
Land to sell with such conditions,
That we folk in poor positions,
May by guaranteed petitions,
Buy land on lease,
Build, and dwell in peace.
Why not have a vote elective,
Land sharks to show;
How we'd fain be represented
By some honest Joe;
Why always be the skittles?
Let's have folk know
Rising rents and cost of victuals
Aint quite a go.
Stop at once the market rigging,
Give the I. J. C.'s wigging,
Call company-buying prigging,
Peace and comfort underdigging,
See there's no flaw
In laws to bind 'em tightly,
Force 'em so they justly, rightly,
Build well, and charge lightly,
Limiting to 6 per cent.,
Or less, the yearly rent.
See that the mighty holders
Show all accounts,
Yearly, to some State audit,
Learn the amounts;
Keep the rents to strict assessment,
See no one flounts
Hard-working, worthy people,
Limit the founts
Whence flow the oppressive,
Stop every rise streams aggressive,
Limit the right possessive,
If they're not a bit concessive—
Then let the law
Stop at once all further grinding,
Rights of masses solely minding,
Make this rule for ever binding—
Sell to none who may oppress,
To oppress'd ones give redress.

WORKER.

IT takes more than a handsome Bible on the parlor table to keep sin out of the house.

IT is quite interesting to learn (writes 'Looker-On' in the *Japan Gazette*) that Lieut. Hobson, the leader of the devoted little company that sank the *Merrimac* in in Santiago harbour entrance, has been in Asiatic waters and made many friends in Yokohama.

DEWEY had no red tape to struggle with when in Hongkong. It did not take him a week to unload and get stores in two transports which he bought there. He notified the owners that the steamers must be unloaded in twenty-four hours. This was done, though they were loaded to the gunwales and ready to sail to the Carolines. Then he reloaded them in the same speedy fashion. His energy and executive ability caused a score of complaints among the naval officers and merchants of Hongkong. In fact, they predicted the ruin of the colony if Admiral Dewey was allowed to remain in Asiatic waters.—*Pick Pocket Review.*

THE WAR.

THE SPANISH SQUADRON AT PORT SAID.

TWELVE WARSHIPS AND TROOPERS.

HONGKONG, June 28.

Admiral Camara's Squadron to the relief of the Philippines, has arrived at Port Said. Last night Consul-General Wildman received a telegram intimating that fact from Mr Broadbent, U. S. Consul at Port Said. The telegram states there are now twelve warships and troopers in port, and gives the following as the names of the vessels:—*Pelayo, Emperador Carlos V., Rapido, Andazasado, Prosperpina, Caradonga, Patriotic, San Francisco, Buenos Aires, Colon,* and *Isla de Panay*. The *Pelayo* is a twin-screw battleship built at La Seyne in 1887, of 9,900 tons. The *Emperador Carlos V.* is the most useful type of ship, having been built at Cadiz in 1895. She is of 9090 tons, and can develop a speed of 20.25 knots. The others are unarmoured cruisers and torpedo boats, and five transports. The Spanish squadron having reached a neutral port, it remains to be seen what steps are to be taken with regard to the supply of coal to a belligerent fleet. In the event of the refusal of the *Egyptian Government to allow the fleet to* be supplied with coal, it is questionable if the ships will have sufficient in their bunkers to carry them back to a Spanish port, and they may lie at Port Said for some considerable time in utter helplessness. So long as they remain in this neutral port they are in perfect safety, far safer than their position would be in a Spanish port, for the Americans may take advantage of the absence of the squadron, containing several of the reserve ships, to send a flying squadron across the Atlantic and strike a decisive blow in Spanish waters. Before the war can be brought to a conclusion, the Spanish fleet must be annihilated, and in the event of an American fleet being sent to European waters, Admiral Camara's squadron could hardly be in a more secure place of safety than Port Said.

THE PHILIPPINE REBELS.

RECONCILIATION IN THE REBEL CAMP.

Some time ago, Isabelo Artacho, one of the leaders of the Philippine rebels, made application to the Supreme Court, among other things, for an injunction to restrain Emilio Aguinaldo and others from dealing or parting with the sum of $200,000, deposited by the Spanish Government in Hongkong in the Hongkong and Shanghai Banking Corporation and the Chartered Bank of India, Australia and China, in the name of Emilio Aguinaldo and others. We now learn that proceedings in this case have been stopped, and that an arrangement has been come to between the parties.

THE GERMAN FLEET AT MANILA.

SUSPICIOUS CONDUCT OF A GERMAN CRUISER.

(*From Our Own Correspondent.*)

MANILA, June 23.

The position inside the Spanish lines is unchanged. The Spaniards still hold the forts in Malate, Santa Ana and Santa Mesa and the outskirts of Tondo. The rebels await the arrival of the American troops before attempting to carry the city defences. In the meanwhile, however, they carry on skirmishes daily, harassing the Spanish troops, who are worn out by the constant work and the absence of nutritious food. The food supplies still hold out, strange to say, but the poorer classes are suffering from the high prices.

The appearance of five German warships in the Bay would seem to indicate that there is some truth in the rumours of complications with the German Government. One story is that the German policy is by no means friendly to Spain, and that German emissaries are endeavouring to alienate the natives from the Americans, urging them to bargain for their complete independence under European guarantee.

The Captain General has said that he considers the German visit comparable to the appearance of a vulture to pick the poor Spanish carcass. The change in the former friendly relations between Germany and Spain is probably due to the German request for a concession of a portion of the Philippine Islands and leave to land troops.

The Spaniards still hope for the arrival of their reserve fleet before the American troops.

The German troopship *Darmstadt*, which has gone on to Kiaochiau, is expected back with troops. It is stated, apparently with authority, although I doubt the truth of the report, that the German Consul has asked for barrack accommodation for 5000 troops.

The British cruisers *Immortalité* and *Bonaventure* are still here, but the *Raleigh* has gone on to Cabo and Iloilo. We hope to see the *Raleigh* or *Pourquoi*, and perhaps a few more soon.

The French cruisers are the *Bruix, Pascal,* and *Bayard*, and there are two Japanese cruisers.

The German cruisers are *Kaiserin Augusta, Prinz Heinrich, Prinzess Wilhelm,* and *Kaiser*, and the *Deutschland*, but these are the regular

Last Monday morning, the *Cormoran* created some interest. She left her anchorage, and went cruising about Mariveles Bay and Corregidor, finally disappearing out to sea. The *Prinzess Wilhelm* came in from Nagasaki, and anchored close to the *Olympia*. Just before dark on the same night a steamer was reported entering the Bay. The *Concord* was sent out to reconnoitre. The stranger turned out to be the *Cormoran*, which, as soon as she found herself discovered, turned her searchlight full upon the *Concord*, and kept it there till the *Raleigh* retaliated by turning her searchlight upon the *Cormoran*.

It was a trivial incident, but the manœuvre whilst it was being enacted naturally created some stir on board the ships.

Eleven Provinces in Luzon have declared their independence, and probably all have declared by this time, but it takes news such a long time to filter through the rebel lines that you are probably as well informed in Hongkong as we are here. Not a single Spaniard has escaped from the Provinces into Manila, so that the rebels must be keeping a sharp look-out. Not a letter or messenger arrives here from the landward side. The Spaniards captured in the various Provinces are held as prisoners of war, and most of them have been sent to Cavite. Some 200 sick and wounded were sent over to Manila from Cavite two days ago. They say that food is short at Cavite, but apart from being kept on short rations they were well treated and have no complaints to make.

It is stated that Aguinaldo has had an interview with Vice-Admiral Diedrich. Yesterday, his little steam launch was circling round the German flagship, but I could not see that any one was allowed on board.

IN PRAISE OF SPANISH BRAVERY.

El Comercio of the 15th June contains a letter from Don José de Navarro, Spanish Consul in Hongkong, to Admiral Montojo, the Commander-in-Chief of the Spanish fleet in the Philippines:—

Muy Senor Mio,—I have the greatest satisfaction in bringing to the notice of your Illustrious Excellency that Ensign Caldwell (Caldwell), Secretary to Rear-Admiral Dewey, has stated in the English Club here that from his chief downwards every officer of the North American fleet admired the bravery and heroism displayed by your Illustrious Excellency and the captains, officers, and crews of the Spanish vessels; and not content with this, he called upon me to tell me the same and thus to render homage of admiration to the noble Spanish sailors. With my heart full of patriotic pride I offer to your Illustrious Excellency and the valiant men who fought under your orders my most enthusiastic felicitations, in which the Vice-Consul and Secretary of this Consulate unite.

NEW TORPEDO-BOATS FOR THE UNITED STATES.

CIRCULAR DEFINING THEIR GENERAL CHARACTERISTICS.

Washington, May 19.—Judge Advocate-General Lemly to-day completed the circular defining the chief characteristics of the sixteen torpedo-boat destroyers and the twelve torpedo-boats provided for by Congress in the present naval appropriation bill. The destroyers provided for are to be of larger type than any vessel of that type we now have in the service, about 600 tons, but the torpedo-boats will be about the size of the average torpedo-boat now in use, namely, about 150 tons. Bidders are left the widest liberty in the matter of original designs. No bids will be considered which fail to guarantee a speed of at least twenty-eight knots for destroyers and twenty-six knots for torpedo-boats.

No more than sixteen and twelve months respectively will be allowed to complete these boats. The shortness of time of construction will be an important element in determining the awards.

SMUGGLED MESSAGES FROM MANILA TO DEWEY.

A NATURALIST TELLS HIS EXPERIENCE IN THE PHILIPPINES.

Cincinnati, (O.), May 17.—William Doherty, son of James Doherty of Mount Auburn, a suburb of Cincinnati, a naturalist of international reputation, has just returned from a two and a half years' trip to New Guinea in pursuit of his profession. His route home was through the Philippine islands and he spent twelve days at Manila just prior to the declaration of war and while active preparations for hostilities were going on at the Spanish possession.

Doherty played a perhaps important part in the preparations for Commodore Dewey's attack. During Doherty's visit to Manila the Spaniards were strengthening the fortifications at Cavite and mining the harbor. Cavite was equipped with modern rapid-fire guns and it was popularly believed to be impregnable. The Spaniards counted upon demolishing any ship that came within range of its guns.

Admiral Montojo manned each of his vessels with a double crew, anticipating an easy capture of Dewey's fleet and wishing to have a prize crew on hand for each of the American vessels. It was just at this time that the Spanish Government notified United States Consul Williams that he would not be allowed to send cipher messages over the cable between that city and Hongkong. The Consul had no means of communicating with Commodore Dewey save by messenger and naturally was looking everywhere for messengers.

In this way Doherty became the bearer of important dispatches from Consul Williams to the American Commodore. He was not told, and did not ask, anything concerning the nature of the dispatches, but managed to get them through under the noses of the Spanish officials at the Custom-house by secreting them immediately under the bosom of a freshly laundered shirt, the body of which was ruffled and pinned exactly as it had come from the laundry. The customs officials inspected all of the baggage, but did not think of looking inside the folds of his shirts.

Arriving at Hongkong, Doherty went to the Consulate, delivered the dispatches into the hands of Commodore Dewey. When he did so he knew the importance of the information he conveyed. [illegible]

GERMANY AND THE PHILIPPINES.

EXCITEMENT IN EUROPE.

London, June 14.—The concentration of German men-of-war at Manila is exciting attention in Europe and America. Four warships are now there, and when the troopship 'Darmstadt,' which has been ordered thither, arrives at its destination, the German force will number three thousand men. There are rumours of German designs upon the Salu Islands.

June 15.—The German newspapers are openly discussing the probability of securing a port in the Philippines.

THE PUNJOM MINING CO., LIMITED, IN LIQUIDATION.

The following is the report for presentation to the shareholders at the meeting to be held at the Office of the Punjom Mining Co., Limited, No. 9, Praya Central, on Tuesday, 26th July, at noon:—

Gentlemen,—I beg to submit herewith a statement showing the manner in which the Liquidation of the above Company has been effected, to 15th November, 1897, the date of the incorporation and registration of the Punjom Mining Co., Limited (New Company.)

The assets, amounting to $138,264.51, have been handed over by me to the New Company.

In accordance with the agreement entered into with the Punjom Mining Co., Limited (New Company) all shareholders, who have applied, have been granted shares in that Company in exchange for shares in the Old Company.

At date, 59,165 ordinary, and 23,599 preference shares, have been allotted.

JAMES B. DUNCAN,
Liquidator.

Hongkong, 18th June, 1898.

A FOREIGNER CONVICTED OF FRAUD.

A SENTENCE OF TWELVE MONTHS' IMPRISONMENT.

Kobe, June 21.

Edward Allan Wallace Mackay, who has refused to give any account of his antecedents, was indicted yesterday morning before Mr J. Carey Hall in the British Consular Court on two counts for fraud. The first was for obtaining by false pretences from Inouye Mankichi of the Yaami Hotel, Kyoto, the sum of *yen* 50, and the second with obtaining from Inouye Kichibei, cash and goods to the value of *yen* 100 by the same means.

Messrs C. Z. Ede and J. M. Maitland sat as Assessors.

The prisoner pleaded not guilty, and stated that he was wholly unprepared to go on with his defence, as no facilities had been offered him to produce witnesses in his favour.

The evidence of the prosecutors was the same as that tendered at the preliminary inquiry, and fully reported in these columns at the time.

Mr Clement Tulloch, of the local branch of the Hongkong and Shanghai Bank, deposed that the cheques were not good and valid orders on the Yokohama branch of the Bank for the amounts written on them. He had taken care to ascertain that fact by inquiry at Yokohama.

The prisoner was found guilty on both counts, and on being asked if he had anything to say why sentence should not be passed upon him, said with considerable feeling:—The prosecutors have had weeks to get up their prosecution, and I have not had a minute given me to prepare my defence. Although I said this morning that I was not prepared to go on, the Court has proceeded to trial, and has given me no chance to get anybody to speak for my defence. I have a statement to make, but what is the use of making it, if I cannot get it corroborated? If I was given twenty-four hours I could show that I had every reason to believe that this money would be in the bank when the cheque was presented. If I had any intention to defraud these people I could have easily gone away, for there were plenty of trains running out of Kyoto. I went a short distance by train, but as soon as I found out that I had been duped, I at once returned and delivered up the cigar case and the *yen* 50 to the second prosecutor. As regards the *yen* 50 to the Yaami Hotel, he helped me to spend the money, for he took me to theatres and other places, and this is the bill he presented to me. He is the spendthrift, for he spent *yen* 85 out of the *yen* 50. If I am to be sentenced at once I should like to ask the Court to be lenient with me, and consider the time I have been in prison, though under trial, with equally the same hardships. I would also ask the Court to take into consideration that I have restored the cigar case and the money to the second prosecutor. I simply ask for the Court's leniency.

His Honour, in sentencing the prisoner to six months' imprisonment on each charge, namely 12 months' hard labour in all, said that for such a long sentence, application would be made to the Judge at Yokohama for Mackay's removal to the Consular prison there. His Honour also made a restitution order that any property found in the possession of the prisoner, or belonging to him in any way from outside sources, should go towards paying Inouye Mankichi the Y50 and a sum of Y18 said to be due for refreshments supplied at the Yaami Hotel.

The sentence seemed to come as a surprise to the prisoner, who clutched at the dock somewhat convulsively and held his head down till the police officer rose to remove him to the station.—*Chronicle.*

THE small fish that escapes usually figures in the foundation of a big story.

THE total value of merchandise exported from and imported into Japan during May amounted to 12,647,301 yen and 30,259,615 yen, respectively, the excess of imports being 17,612,314 yen.

DURING the week ended May 25, British dollars were transferred from the Bombay Mint to the Customs House for export to the value of Rs. 2,763,000. The balance included 87½ lakhs of silver held on account of tenderers for this coinage.

THE gunboat taken from the Dons at Manila is the first naval addition by capture which the United States has made since the war began. The boat is a small one, but for future inland service and for running up Chinese rivers is quite worth while. There are several more of these light-draught vessels in West Indian waters which will probably be gathered in before long.—*San Francisco Chronicle.*

THE New York *Sun* and the *London Standard* are looking up the record of the word 'Yankee' and are agreed that it is not the language of the Indians. But they disagree the moment they begin to investigate the origin of the word. The *Sun* says it was known in the long ago in England. Crowe and others are for the theory that it came from Jonathan Hall. The *Sun* [illegible]

LATE TELEGRAMS.

(*Times of Ceylon.*)

PROPOSED ABOLITION OF THE BRITISH TEA DUTY.

London, June 14.—The annual meeting of the Ceylon Association in London took place to-day, and was well attended. Mr H. K. Rutherford condemned the construction of the Northern railway, and said that the money would be better spent in reducing railway rates, and thus relieving the tea industry. He advocated that active steps should be taken for bringing about the abolition of the British tea duty.

THE BEHRING SEA AWARD TO BE PAID.

The United States Congress have passed a special Bill to appropriate the amount of the British Behring Sea award.

THE ASCOT STAKES.

The Ascot Stakes, run for to-day, resulted as follows:—

Hermanius 1
Piety 2
Rapallo 3

ENCROACHMENTS ON THE YANGTSE VALLEY.

June 15.—The *Times* Pekin correspondent telegraphs that the Russo-Chinese Bank has obtained concessions carrying Russian control into the Yangtse watershed, while a Belgian concession under French and Russian patronage will continue this control to the Yangtse itself.

THE ROYAL IRISH INCIDENT IN THE FRONTIER WAR.

Lord Wolseley has issued orders that, upon perusal of papers relating to the recall of the Royal Irish Regiment from the front, during the late Indian Frontier Campaign, he is satisfied that a grave injustice was done to the regiment.

FRANCE GAINS EVERYTHING ON THE NIGER.

The details of the agreement between France and Great Britain on the Niger question confirm the telegram of the 22nd May, according to which Great Britain retains Bussa; France retaining Nikki and two ports on the Middle Niger, also a vast extent of territory, including the whole hinterland of Dahomey. Special facilities are to given for the transit of French goods across Lagos to the ports on the Middle Niger.

COLLAPSE OF THE CHICAGO WHEAT CORNER.

Mr Leiter's great wheat corner in Chicago has collapsed and ten million bushels of wheat have been suddenly thrown on the market, causing a heavy decline in prices.

There was a sharp decline, amounting to almost a panic on the Liverpool wheat market to-day, owing to the collapse of the great wheat corner in Chicago.

A PENSION TO ACCOMPANY THE V. C.

In the House of Commons last night, Mr Brodrick announced that the Victoria Cross would henceforth carry an annual pension of fifty pounds for incapacitated soldiers, at the discretion of the Secretary of State for War.

THE WELSH COAL MINERS.

There is a serious ferment amongst the miners on strike in South Wales, and 100 men of the Carabineers and 100 men of the Worcestershire Regiment have been hastily despatched to preserve order.

SHOOTING IN INDIA WITHOUT A PASS.

Calcutta, June 15.—The Commander-in-Chief has issued the following order in respect to soldiers shooting without a pass:—Henceforth Non-Commissioned Officers and men who infringe any rule laid down in paragraph 749, of the Army Regulations in India, will be tried by Court-martial, with the view of suitable punishment being meted out, regardless of the previous character of the offender. No case to be disposed of without trial, except by the special sanction of the General Commanding. Any Officer, by undue leniency, failing to appreciate the gravity of the offence under notice will incur the grave displeasure of the Commander-in-Chief.

THE FUTURE MANAGEMENT OF THE KHYBER.

Bombay, June 15.—The Government of India will shortly send a despatch home containing the final proposals for the future management of the Khyber.

OBITUARY.

A London telegram to the *Pioneer* announces the death of General Alec. Fraser. [General Alexander Fraser, R.E., C.B., was Colonel Commanding the Bengal Division.]

A CASE OF PLAGUE IN CHANDERNAGORE.

Calcutta, June 16.—A case of Plague is reported from Chandernagore. It appears that a Mahommedan suffering from fever here on Saturday last, went there on Monday. On his arrival at Chandernagore, symptoms of Plague soon developed, and the man died within twelve hours. The French Municipality, immediately on receipt of the news, burned the hut which the man occupied.

[Chandernagore is about 20 miles up the river from Calcutta.]

THE PLAGUE IN CALCUTTA.

Calcutta, June 9.—There were four Plague seizures and one death recorded on Wednesday, bringing the respective totals to 95 and 72. Two patients—Miss Mildred Andrews and Kanyo Lall Maduck—who were being treated at the Medical College Hospital, have been discharged. There are now two cases of suspected Plague at Manicktollah Hospital, five undergoing treatment at the Medical College Hospital, and one at Chandney Hospital. Mr Kenneth Cross is still at Manicktollah Hospital.

June 13.—The official return shows that there were three seizures and two deaths from Plague on Friday, and four cases and three deaths on Saturday. The respective totals of seizures and deaths now stand at 104 and 77. Fresh hopes of saving the commerce of the city are entertained owing to the fact that several leading Marwaries were inoculated on Saturday. An enormous crowd surrounded the house where the operations were performed, and, after their completion, loudly cheered the Health Officer and Miss Dr Christie.

THE COMMAND IN THE KHYBER.

Allahabad, June 11.—Brigadier-General Symons makes over the Command of the troops in the Khyber to Brigadier-General Egerton within the next ten days.

INDIAN TROOPS IN EAST AFRICA.

The 1st Baluch Battalion is reported to be well North of Victoria Nyanza. Its return to India will probably be indefinitely delayed. The new Corps of Uganda Rifles will take some weeks yet to reach its destination. The wing of the 4th Bombay Rifles which was sent to Mombasa, has been on an expedition up the Juba river further up the coast, but the enemy, if was in pursuit of could not be found.

THE MANDALAY-SALWEEN RAILWAY.

Rangoon, June 10.—The plans and estimates for the Goktek Gorge Viaduct on the Mandalay-Salween railway have been sanctioned. The viaduct will be 2,110 feet long, 335 feet high, and the approaches will be through tunnels 1,700 feet long. The cost of the viaduct is estimated at Rs. [illegible] lakhs. The whole railway will be approximately completed in [illegible] years. The work will occupy about three years.

A MINOR CHARGE OF DEFAMATION.

A suit was [illegible] day for the arrest of the Shamiana of the Europe Tent Service, on a charge of defaming [illegible] Colonel Thomas Cliff [illegible] Fraser [illegible] Cliff [illegible] Fraser [illegible] Cliff [illegible] Fraser [illegible]

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Hongkong, September 27, 1897. 1927

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To-day's Advertisements.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of FOUR PER CENT (ONE DOLLAR and FIFTY CENTS per SHARE), for the Six Months ending 30th June, 1898, will be PAID, on Application, to the REGISTERED SHAREHOLDERS in the above Company on SATURDAY, the 9th July, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 9th July, both days inclusive.

MEYER & Co.,
General Managers.

Hongkong, June 28, 1898. 1250

FOR SALE.

A TEAKWOOD STEAM LAUNCH IN GOOD ORDER.

DIMENSIONS:

Length over all ... ... 45 feet.
Breadth ... ... 9 „ 6 inches.
Depth ... ... 4 „ 6 „

ENGINES:

Compound Non Condensing (Tandem Type).

BOILER:

of Steel (new).

Working Pressure ... ... 120 lbs.

For further particulars, apply to

GORDON & Co.,
16, Praya Central.

Hongkong, June 28, 1898. 1254

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Melbourne*, Captain DUCHATEAU, will be despatched for the above Ports on or about TUESDAY, the 5th July.

For Freight or Passage, apply to

G. DE CHAMPEAUX
Agent.

Hongkong, June 28, 1898. 1253

A RAMBLE THROUGH SOUTHERN FORMOSA:
By Mr. G. TAYLOR.

With WOODCUTS.

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life yet written.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

SHIPPING.

ARRIVALS.

June 27.

Pronto, German steamer, 720, H. Meyer, Quinhon and Tourane June 25, General.—LEE WING.

Donar, German str., 1,015, R. Abrens, Saigon June 23, Rice.—ORDER.

Propontis, British str., 1,383, R. Crawford, Saigon June 23, at 3.30 p.m., Rice and General.—HEUNG SING STEAMBOAT Co.

Hainan, German str., 628 F. Clausen, Chefoo June 21, General.—SIEMSSEN & Co.

June 28.

Tam ti, British str., from Canton.

Hsin Chi, Chinese str., from Canton.

Mount Sinai, British steamer, 2,126, Chivers, Bath May 9, Coal.—ORDER.

Siegfried, German steamer, 908, Schu'dt, Saigon June 23, Rice.—ROYAL DUTCH OIL Co.

Tokio Maru, Japanese str., 1,330, E. W. Haswell, Yokohama June 16, General.—NIPPON YUSEN KAISHA.

Oceana, British str., 2,922, J. Pulford, Shanghai via Foochow June 23, General.—BUTTERFIELD & SWIRE.

Ask, Danish steamer, 654, H. Hygom, Haiphong June 25, General.—A. R. MARTY.

Chiyoda Maru, Japanese str., 1,445, A. Yokoyama, Karatsu June 22, Coal.—MITSUI BUSSAN KAISHA.

Bayern, German steamer, 6,343, Ed. Prohn, Bremen May 13, and Singapore June 23, Mails and General.—MELCHERS & Co.

Hoihow, British str., 896, H. Carnaghan, Cebu June 23 and Swatow 27, Sugar and Hemp.—BUTTERFIELD & SWIRE.

DEPARTURES.

June 21.

Eddie, for Manila.
Pasig, for Swatow.

June 28.

Freir, for Hoihow.
Breconshire, for Kobe.
Wuotan, for Manila.
Waterwitch, British Surveying ship, for Weihaiwei.
Glengyle, for Shanghai.
Chequang, for Swatow.
Formosa for Swatow.
Denawon, s., for Bangkok.
Mogul, for Moji and Portland.
Kumu, for Hongay.
Venus, for Batavia.

CLEARED.

Haitan, for Yokohama.
Afridi, for Singapore and New York.
Clara, for Amoy.
Sobing Chinese, for Foochow.
P. C. Chao, for Swatow.
Oceana, for Singapore and London.

PASSENGERS.

ARRIVED.

Per *Donar*, from Saigon, 80 Chinese.
Per *Propontis*, from Saigon, 50 Chinese.
Per *Tokio Maru*, from Yokohama, for Australia, Messrs K. Mole, Wainfield, C. Hinze, J. M. de Souza, J. Fisher and M. Baker.
Per *Oceana*, from Shanghai, &c., 10 Chinese.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Coleen (s)	Butterfield & Swire	June 30, at 3 p.m.
Australian Ports	Tokio Maru (s)	Nippon Yusen Kaisha	July 1, daylight.
Bremen & Ports of Call	Bayern (s)	Norddeutscher Lloyd	July 20, at 9 a.m.
Kobe and Yokohama	Matsuyama Maru (s	Nippon Yusen Kaisha	July 7, at 4 p.m.
London & Ports of Call	Verona (s)	P. & O. S. N. Co.	July 9, at noon.
London, v. Suez Can.	Priam (s)	Butterfield & Swire	July 11.
London	Ceylon (s)	P. & O. S. N. Co.	About July 7.
London and Hamburg	Armenia (s)	Jarlowitz & Co.	July 4.
London, v. S'pore, &c.	Loyuna (s)	Holliday, Wise & Co.	About July 13.
Marseilles v. Saigon	Sy ney (s)	Messageries Maritime	July 2, at noon.
M'seilles, London, &c.	Sanuki Maru (s)	Nippon Yusen Kaisha	July 5, at 4 p.m.
Marseilles & London	Hakata Maru (s)	Nippon Yusen Kaisha	July 19, at 4 p.m.
Nagasaki, Kobe & Y'm	Rohilla (s)	P. & O. S. N. Co.	July 9, at 6 p.m.
New York, v. Suez Can.	St. Ninian (s)	Shewan, Tomes & Co.	About July 1.
New York, v. Suez Can.	Afridi (s)	Dodwell, Carlill & Co	June 29, daylight.
New York	Marian Woodside	Simonson & Co.	Quick despatch.
Portland, Oregon	Braemar (s)	Dodwell, Carlill & Co.	Aug. 13, at noon.
S. Francisco v. Japan	Doric (s)	O. & O. S. S. Co.	July 5, at noon.
S. Francisco. v. Jap.	Montarg (s)	Pacific Mail S. S. C	July 16, daylight.
San Francisco	Hawthornbank	Shewan, Tomes & Co.	Quick despatch.
Seattle, Washington	Riojun Maru (s)	Nippon Yusen Kaisha	July 14, at 4 pm.
Shanghai	Coromandel (s)	P. & O. S. N. Co.	About July 9.
Shanghai	Bayern (s)	Norddeutscher Lloyd	About June 29.
S'hai, N'ki, K'bo & Y'm	Melbourne (s)	Messageries Maritime	About July 5.
S'hai & Wladivostock	Lyeemoon (s)	Siemssen & Co.	June 29, at 4 p.m.
S'hai, N'ki, K'bo & Y'm	Gringwo (s)	Holliday, Wise & Co.	About June 30.
S'hai, N'ki, K'bo & Y'm	Japan (s)	P. & O. S. N. Co.	About July 6.
S'pore, Penang & C'tta	Catherine Apcar (s)	D. Sassoon, Sons & Co.	July 2, at noon.
S'pore, H'ng & H'burg	Delia (s)	Siemssen & Co.	About July 6.
S'tow Amoy & F'chow	Haitan (s)	Douglas Lapraik & Co	June 29, at noon.
Tacoma (Wash.), &c.	Tacoma (s)	Dodwell, Carlill & Co	July 2, at noon.
Vancouver (B.C.), v.	Empress of India (s	Canadian Pac. R. Co.	June 29 at noon.
Wladivostock, &c.	Sagami Maru (s)	Nippon Yusen Kaisha	July 8, at noon.
Y'm, Kobe & Nagasaki	Hohenzollern (s)	Norddeutscher Lloyd	About June 29.

Per *Bayern*, from Bremen, &c.: for Hongkong, Consul G. Niedulein, Messrs Hunter, J. Barrington, O. Spandow, C. Stockhausen, J. Handelmann, D. Nielsen, and J. Legge, and 1,06 Chinese. European Passengers in transit, Messrs O. Rittnausen, E. Schulze, M. Krieg, C. Rohde, O. Zitelmann, H. Gipperich, Th. Carl, C. A. Wegelin, Fr. Kohl, W. Frendel and family, J. Beermann, P. Thurner, and G. Engerhuf. For the German Squadron—14 officers, 33 deck officers, and 21 sailors.

Per Hoihow, from Swatow, 6 Chinese.

SHIPPING REPORTS.

The British steamer *Propontis* reports: Moderate S.W. winds to Padaran; from Paracels to port, moderate N.E. winds and fine clear weather.

The British steamer *Oceana* reports: Fine weather throughout.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW & BANGKOK.—Per *Phra Chula Chom Klao*, at 9.30 a.m., on Wednesday, the 29th June.

For SWATOW, AMOY & FOOCHOW.—Per *Haitan*, at 10 a.m., on Wednesday, the 29th June.

For SHANGHAI & VLADIVOSTOCK.—Per *Lyeemoon*, at 3.30 p.m., on Wednesday, the 29th June.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON & MELBOURNE.—Per *Tsinan*, Registration at 1 p.m., Letters at 2 p.m., on Thursday, the 30th June.

For THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY & MELBOURNE.—Per *Tokio Maru*, Registration, at 4 p.m., Letters, at 5 p.m., on Thursday, the 30th June.

MAILS BY THE CANADIAN PACIFIC RAILWAY Co.'s PACKET.—

The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 29th June, with Mails, for Amoy, Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Sydney* will be despatched on SATURDAY, the 2nd July, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Doric* will be despatched on TUESDAY, the 5th July, with Mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, 98).

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to fifteen minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c., up to an hour before; for Indian, Northern Pacific, and Torres Straits mails, up to half an hour, before.

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

Letters, parcels, &c., for Kowloon Point and Steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters from Kowloon Point may be posted in the Letter Box which has been placed in the Police Compound outside the Charge Room up to 12 and 4 o'clock, and in the Pillar Box at the Wharf. Local Rates will be charged. To avoid delay, senders of letters from Kowloon are requested toander their letters by writing the word *Kowloon* across them. Certain containing Bank Notes, &c., should be registered. No Sunday delivery.

Letters, &c., for the Peak will be delivered by the 11 and 3.30 o'clock urgent only. Correspondence and Parcels for the Peak may be posted in the General Post Office up to 11.30 and 3 p.m. With Money by Money Order Office. Letters for the Peak, Kowloon, Steamers in Harbour, Tsim Bha, Hunghom, Yaumati, Shekpaitau, Kowloon City, Tokwanwan, Ngai Chow, Shek Pai Wan, Ap Lei Chau, Aberdeen, Stanley, Shekpo, Tai Po, Sai Kung, Tai Ho, Sai Ah, Ngongpo, Ngongping, Tungchung, Shekwu, Tai Ping Shan, Tai Shek Mun, Ma On Shan, Tai Po Hui, Tai Po Market, Tai Po Kau, Tai Po Tsai

OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

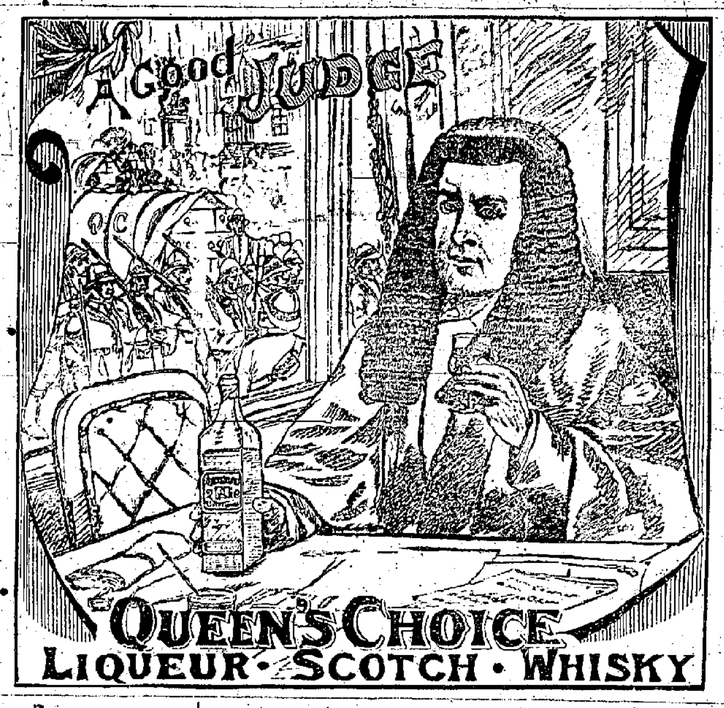
The China Mail.

Established February 1845.

THE 'HONGKONG CHINESE MAIL'
香港華字日報
(Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.
CHUN UN-MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports $11.40 per annum, including postage.

No. 11,021 | 英一千八百九十八年六月廿八號 | HONGKONG, TUESDAY, JUNE 28, 1898. | 戊戌年五月初十日 | PRICE, $2.50 PER MONTH.

Business Notices.



$12.00 PER DOZEN.

THE VICTORIA DISPENSARY, AGENTS.

NOTICE.

A Special SESSION of Her Majesty's JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 5th day of July, 1898, at 12 o'clock Noon, for the purpose of considering an application from one JAMES EDWARDS, for a Publican's licence to sell and retail intoxicating liquors on the premises situate at Waterfall Bay, under the sign of *The Waterfall Inn*.

WM. C. H. HASTINGS,
Acting Police Magistrate.

Magistracy, Hongkong, June 21, 1898. 1234

HONGKONG ELECTRIC Co., LIMITED.

NOTICE is hereby given that the Ninth Ordinary Yearly MEETING of SHAREHOLDERS will be held at the Company's OFFICE, No. 27, Queen's Road, on TUESDAY, 5th Proximo, at NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1898, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st Inst. to the 5th Proximo, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 16, 1898. 1184

NOTICE.

DR. J. SANGER, DENTAL SURGEON, late of SHANGHAI and MANILA, begs to inform the Public that he will commence Practice in Hongkong early next month.

Address advertised later.

Hongkong, June 21, 1898. 1222

SITUATION WANTED.

AS CHILDREN'S NURSE or STEWARDESS, for a Young European Woman.—Apply to

HONGKONG BENEVOLENT SOCIETY.
Mrs FORBES *Hon. Secy.*

Hongkong, June 25, 1898. 1236

JAPANESE
FINE ART CURIOS.

KUHN & KOMOR,

21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 36, Division Street, Kobe.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA)
DENTIST,
No. 8, Queen's Road Central.

Hongkong, January 1, 1898. 8

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 6, 1895. 628

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

ICE MAKING.

MESSRS. KINGHORN AND MACDONALD having been appointed SOLE AGENTS for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Address, Praya Central, under Hongkong Hotel.

Telephone, No. 142.
Telegrams, "KINGHORN, Hongkong."
A. B. C. & A1 Codes used.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD.

Hongkong, May 19, 1898. 1065

JUBILEE.

A LIGHT GERMAN BEER IN HOCK BOTTLES.

PER CASE OF 4 DOZEN QUARTS, ... $13.00
" 6 DOZEN PINTS, ... 13.00

TRADE MARK.
和源
Hong Name.
YUEN WO
TELEPHONE No. 135.

SOLE AGENTS:
H PRICE & Co.,
Wine and Spirit Merchant,
No. 12, Queen's Road Central.

1217

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
S'HAI, N'SAKI, KOBE & YOKOHAMA	*Japan*	T. LEACH	About 6th July.
LONDON	*Ceylon*	C. H. C. WESTON, R.N.R.	About 7th July.
LONDON, &c.	*Verona* *	S. BARGHAM	Noon, 9th July.
N'SAKI, KOBE & YOKOHAMA	*Rohilla*	S. DE B. LOCKYER, R.N.R.	6 p.m., 9th July.
SHANGHAI	*Coromandel*	F. N. ILLARD	About 9th July.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, June 27, 1898. 1242

COTTAM & Co.

EX. S. S. *SHANGHAI.*

COLLARS, STRAW HATS, SUMMER GOLF HOSE, NEW SCARVES, THIN UNDERWEAR.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and Islands; cool southerly breezes in Summer.

Well appointed Rooms, attentive Service and excellent Cuisine.

J. MARCESSE, Chef de Cuisine. GEO. J. CASANOVA, *Manager.*

'CRAIGIEBURN' is NOW OPEN; for Rooms apply to Manager, Peak Hotel.

City Office, No. 7, Duddell Street. 1754

ALHAMBRA FACTORY,
MANILA CIGARS.

THE DUC DE MONTEBELLO
CHAMPAGNE.
HARVEY'S ROYAL TAWNY PORT.

Hongkong Agent:— W. HUTTON POTTS,
OFFICE: DAIRY FARM BUILDING, *Below Glenealy.*

531

W. BREWER & Co.

NEW BOOKS.

The New United States Navy	$3.60	Life and Adventures of George Augustus Sala	1.50
Vol. 7, Windsor Magazine	3.50	Corleone, by Marion Crawford	1.50
Falstaff Edition, Shakespeare (the Cheapest ever Published)	2.00	Philippi, the Guardsman, by Threlfall	1.50
Steam Boilers, Construction, by Hutton	10.50	THE STANDARD BEARER, by CROCKETT	1.50
NEWEST NOVELS, &c., Colonial Editions	1.50	NEW EDITIONS—Mrs Henry Wood's Novels	1.50
Spectre Gold, by Headon Hill	1.50	The Japs at Home, by Sladen	1.50
Krondstadt, by Max. Pemberton	1.50		
The Wanderers, by Pickering	1.50		

Queen's Road, (Under Hongkong Hotel.)
Hongkong, June 28, 1898. 1252

TELEPHONE 190.

MR. H. RUTTONJEE

BEGS to inform his Patrons and the Public generally that his D'AGUILAR STREET STORE is now connected with the TELEPHONE EXCHANGE, and all Orders received per this medium will be executed with the utmost promptitude.

The advantage of being thus enabled to Order Goods without the necessity of coming into the City should commend itself to all, and Mr. RUTTONJEE trusts that his Patrons will avail themselves of this convenience.

Hongkong, June 17, 1898. 1184

	1 doz quarts	2 doz pints
CHAMPAGNE— G. H. Mumm & Co.	$36.50	$37.50

	1 doz bottle
WHISKY— Dewar's Imperial Institute	$10.50
McCredie's Specially Selected	10.50
PORT WINE— Gordon & Gray's Brand	$24.00

Agents:
SHEWAN, TOMES & CO.,
Praya Central.

Hongkong, December 31, 1897. 8

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

SOLE EASTERN AGENTS FOR:

TRADE MARK. BELL'S ASBESTOS.

ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVE ROOFING CO.
SNOWDON SON'S & Co., 'SNOWDRIFT,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORBETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

KINGHORN & MACDONALD,
MANAGERS.

21

SUMMER UNDERWEAR AND HOSIERY.

STRAW HATS.

BOOTS and SHOES,
FOR WALKING, TENNIS, FOOTBALL, &c.

TERAI AND SUN HATS.

TENNIS SHIRTS.

1165 LANE, CRAWFORD & Co.

CHALLEN'S PIANOS

ESTABLISHED, 1804. *MONTHLY PAYMENTS,*

$250 to $600. Lane, Crawford & Co.

1954

DAKIN'S SINGLE SEIDLITZ

A MOST AGREEABLE AND EFFECTIVE EFFERVESCING APERIENT.

PURE VOLATILE
EUCALYPTUS OIL
SPECIALLY REFINED.

AROMATIC
QUININE AND IRON TONIC

Enriches the Blood, Strengthens the System, and imparts tone and energy to the Digestive Organs.

1152 THE VICTORIA DISPENSARY,

LADIES

From the PEAK, KOWLOON, and OUTLYING DISTRICTS SHOPPING in the CITY can get

AFTERNOON TEA
AT THE
HONGKONG HOTEL

in the READING ROOM, where the MATRON is in attendance Daily.

393

BRANDIES.

ESTD 1804. TRADE MARK.

NSHAW No. 1 QUALITY.
HENNESSY (THREE STARS).
FINEST PALE LIQUEUR 1870. (ROUYER, GUILLET & Co.)
D. 1870. (E. COURRY).
D. 1858. (")
B.B. V BY CHOICE AND OLD.

Telephone 75.
15, QUEEN'S ROAD.

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants 1235

W. POWELL & Co.

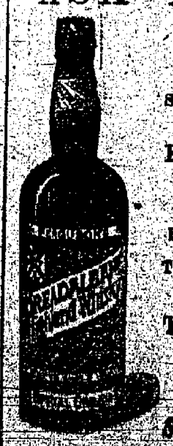
EX. S. S. *BALLARAT,*

LADIES' TRIMMED AND UNTRIMMED HATS
FLOWERS, &c., &c.

W. POWELL & Co.

Hongkong, June 28, 1898. 1251

ASK FOR FERGUSON'S



P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.
PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.

Business Notices.

AN IDEAL TONIC.

SERRAVALLO'S
FERRUGINOUS QUININE WINE
OR
SERRAVALLO'S TONIC
OF
PERUVIAN BARK AND IRON.
HIGHLY RECOMMENDED BY MEDICAL AUTHORITIES.

The AUSTRIAN TONIC WINE is a highly concentrated, strength-giving food; has no styptic taste, does not disturb the stomach or constipate the bowels, is therefore especially useful to convalescents, those suffering from Anæmia and Indigestion, after Sea-Sickness and in hot Climates.

1107 *SOLE BY* WATKINS & Co.

GREEN ISLAND CEMENT CO.,
LIMITED.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.
CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICKS AND TILES, FIRE-BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to

2292 SHEWAN, TOMES & Co., *General Managers.*

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, will be Held at the Registered OFFICE of the Company, No. 14, Praya Central, Victoria, in the Colony of Hongkong, on the 11th day of July, 1898, at 5 o'clock in the AFTERNOON, when the subjoined Resolution will be proposed. Should the Resolution be passed by the required Majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary MEETING, which will be subsequently convened.

RESOLUTION.

"That the Regulations contained in the "printed document submitted to the "MEETING and for the purpose of "identification subscribed by the "Chairman thereof be and the same "are hereby approved, and that such "Regulations be and they are hereby "Adopted as the Regulations of "the Company to the exclusion of all "the existing Regulations thereof."

A printed copy of the proposed new Regulations can be seen at any time during Office hours at the Office of the Company.

Dated the 27th June, 1898.

By Order of the Board,
THOS. I. ROSE,
Secretary.

1245

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

THE Undersigned having been appointed AGENTS in Hongkong, China and Japan, for the above Line, beg to notify that the *INDRAPURA*, Pioneer Vessel of the Service, left Singapore at NOON on the 23rd June, and will be shortly followed by the *INDRAVELLI* and other Steamers at regular fortnightly intervals.

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